

## THE MONEY MARKET

**FRIDAY, April 15—P.M.**  
To-day was observed as a holiday by the Exchanges. The public offices and banks were open as usual.

The business of the Sub-Treasury for the week ending to-night includes the receipt of \$67,755,137 of which \$2,000,000 was received last Saturday in gold coin from the Philadelphia Mint, and the payment of \$7,692,186. This results in a loss to the general balance of \$2,409,480, leaving it at \$1,616,120 against \$84,255,598 April 8. The paricular changes for the week are a currency gain of \$357,718 and a loss of \$2,707,198.

The United States Treasurer at Washington to-day received \$150,000 National bank notes for redemption. The customs receipts were \$841,633, and the internal revenue receipts were \$478,830. The Clearing House statement to-day is as follows:

Exchanges, \$14,736,738; balances, \$5,609,007.

The transactions at the Sub-Treasury covered:

Receipts, \$825,674; payments, \$2,298,105; currency balance, \$3,953,078; coin balance, \$77,663,014.

The governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Michigan Central Railroad Company—Jackson, Lansing and Saginaw Railroad Company consolidated mortgage bonds, \$1,100,000; dated September 1, 1880, payable September 1, 1881; interest 6 per cent, payable March 1 and September 1. The entire property is leased and operated by the Michigan Central Railroad Company, which guarantees all the bonds principal and interest, of the other company, and in addition pays \$70,000 a year rent. The Jackson, Lansing and Saginaw Railroad Company, besides its railroad property, has about 425,000 acres of land, and although this land is not covered by the mortgages on the bonds, that company applies all moneys arising from sales of lands to retiring such bonds.

Chicago, Rock Island and Pacific Railway Company—An additional \$2,500,000 Chicago, Rock Island and Pacific Railroad Company first mortgage bonds; dated 1877, payable July 1, 1917; interest 6 per cent, payable January 1 and July 1. These bonds complete the amount (\$12,500,000) authorized to be issued.

Rochester and Pittsburg Railroad Company—Capital stock, \$3,000,000 in shares of \$100 each; first mortgage bonds, \$1,300,000; dated February 1, 1881, payable February 1, 1921; interest 6 per cent, payable February 1 and August 1; income bonds, \$1,870,000, of same date and maturity. The interest on the income bonds is not accumulative. This company is a reorganization of the Rochester and State Line Railway Company by purchase at foreclosure sale. The original first mortgage bonds of that company were issued at the rate of \$25,000 per mile of road, and are provided for as follows: In the new company one-half of the principal is given in a new forty-year six per cent gold bond, issued at the rate of \$12,000 per mile of road; the balance of the principal and the back interest is given in a non-accumulative income bond, issued at the rate of \$16,000 per mile. The road runs from Rochester to Salamanca, a distance of 108½ miles. It connects the New-York Central Railroad with the Erie and New-York, Pennsylvania and Ohio Railroad at Salamanca. The company has no floating debt.

New Orleans Pacific Railway Company—First mortgage bonds, amount authorized, \$7,100,000, issued, \$1,360,000; dated July 31, 1880, payable July 1, 1920; interest 6 per cent, payable January 1 and July 1. This road is an extension of the Texas and Pacific Railway, and forms part of the trunk line between New Orleans and San Francisco, and is owned by the Texas and Pacific interest. Its main line extends from New Orleans to Shreveport, La., a distance of 315 miles, of which there are now built sixty-eight miles, from New Orleans to Bayou Goula, and the remainder is under contract to be completed by August 1, 1881. The company has large terminal facilities at New Orleans. The amount of capital stock is at the rate of \$20,000 a mile, of which \$1,124,000 has been issued. The present issue of bonds is at the same rate, and there is no other mortgage on the property. The company has no floating debt.

Milwaukee and Northern Railroad Company—Capital stock \$2,155,000, in shares of \$100 each; first mortgage bonds, \$2,155,000; dated June 1, 1880, payable June 1, 1910; interest 6 per cent, the second year 5 per cent, and thereafter 6 per cent, payable June 1 and December 1. The company was organized under the general laws of Wisconsin, with authority to buy the Milwaukee and Northern and the Menasha and Appleton Railroads. Its main line extends from Schwartzburg station on the Chicago, Milwaukee and St. Paul Railway, seven miles from Milwaukee, to Green Bay with branches to Menasha, Appleton and Neenah, in all 126 miles. The company has a contract with the Chicago, Milwaukee and St. Paul Railway for use of its road into Milwaukee, and terminal facilities there. At Menasha it connects with the Wisconsin Central Railroad, which extends to Ashland and Eau Claire. The company is under lease to the Wisconsin Central Company, terminable by either party on six months' notice, at a rental of 37½ per cent of the gross earnings, payable monthly, and has no other indebtedness of any description.

Louisville and Nashville Railroad Company—St. Louis Division first mortgage bonds, \$3,500,000; dated January 27, 1881, payable March 1, 1921; interest 6 per cent, payable September 1 and March 1; second mortgage bonds, \$3,000,000; dated January 27, 1881; payable March 1, 1920; interest 3 per cent, payable September 1 and March 1. These bonds have been issued in payment for the St. Louis and Southeastern Railroad, extending from East St. Louis to Evansville, Ind., with a branch to Shawneetown, which constitutes the St. Louis Division of the Louisville and Nashville Company to which it is leased; Pensacola Division, first mortgage bonds, \$600,000; dated March 1, 1880, payable March 1, 1920; interest 6 per cent, payable March 1 and September 1. These bonds are secured by a first mortgage on a line of railroad, extending about forty-five miles from Pensacola, Fla., to a point in Alabama, and is in connection with the Mobile and Montgomery Railroad. The road is owned by the Louisville and Nashville Company.

Chicago and Eastern Illinois Railroad Company—Capital stock, \$3,000,000, in shares of \$100 each. The company obtained its rights under the foreclosure and sale of the Illinois Division of the Chicago, Danville and Vincennes Railroad, under decree of the United States Court for the Northern District of Illinois. The road is 18½ miles long, under foreclosure and sale of the Indiana Division, a branch road, under decree of the United States Court for the District of Indiana, February 9, 1877, and by consolidation with the Danville and Grape Creek Railroad Company, as per articles of consolidation filed in the Secretary of State's office of Illinois and Indiana, on March 9, 1881. The length of its road is 210 miles. The company has a funded debt of \$1,100,000, and is the interest on its \$1,000,000 security bonds and \$100,000 in cash.

The following shows the imports of dry goods into the port of New York for the week ending at the port of New York for the week ending as compared with the beginning of the year, as computed with the corresponding periods of previous years:

	1880.	1881.
First week of April.	\$37,623.	\$44,802.
Total for month.	1,091,791.	1,227,954.
Difference.	1,710,468.	2,415,837.
Second week of April.	36,961,142.	44,338,727.
Total for month.	88,696,542.	102,466.
Difference.	14,775.	23,997.
Third week of April.	30,971,124.	35,842,211.
Total for month.	92,946.	104,568.
Difference.	11,622.	11,622.

The gross earnings of the Burlington, Cedar Rapids and Northern Railroad are reported as follows:

	1880.	1881.
Total for month.	\$1,021,791.	\$1,227,954.
Difference.	210,000.	206,163.

The following shows the imports of dry goods into the port of New York for the week ending as compared with the beginning of the year, as computed with the corresponding periods of previous years:

	1879.	1880.	1881.
First week of April.	\$1,001,791.	\$1,227,954.	\$1,091,815
Total for month.	1,710,468.	2,415,837.	1,955,240
Difference.	60,000.	70,000.	14,343.
Second week of April.	36,961,142.	44,338,727.	38,696,542
Total for month.	88,696,542.	102,466.	92,111
Difference.	14,775.	23,997.	10,000
Third week of April.	30,971,124.	35,842,211.	38,570,427
Total for month.	92,946.	104,568.	96,627
Difference.	11,622.	11,622.	6,040

The following shows the imports of flour, wheat and corn from the principal Atlantic ports for week ending April 9, and from January, 1880 and 1881:

	1880.	1881.
Total for month.	\$1,021,791.	\$1,227,954.
Difference.	210,000.	206,163.

The following shows the imports of flour, wheat and corn from the principal Atlantic ports for week ending April 9, and from January, 1880 and 1881:

	1880.	1881.
Total for month.	\$1,021,791.	\$1,227,954.
Difference.	210,000.	206,163.

Comparative exports of flour, wheat and corn from the principal Atlantic ports for week ending April 9, and from January, 1880 and 1881:

	1880.	1881.
Total for month.	\$1,021,791.	\$1,227,954.
Difference.	210,000.	206,163.

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	1880.	1881.
Total for month.	\$1,021,791.	\$1,227,954.
Difference.	210,000.	206,163.

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